

to the right along San Rafael street to the

to the right along San Rafael street to the cemetery. The population that lined the route gave every indication of the profoundest respect. Elaborate preparations had been made for the interment of the dead. The bodies were brought to the city hall, where they rested in coffins covered with beautiful crowns of silk ribbons, with appropriate inscriptions. The crown from the city coun-

cil bore the inscription, "The People of Havana to the Victims of the Maine." There

was a handsome crown of silk ribbons, in the Spanish national colors, with the inscription, "The Navy Department at Havana to the Victims of the Maine."

Among other tokens are one from Lawton Childs, with the inscription, "To Our Brave Dead Sailors," a flower cross from the New York Morning Journal and Advertiser, an emblem from the Havana Yacht Club, and

floral or other tributes from M. Carranza, Senora Emilia Mass and Senora Matilde.

Crowns were also received from the captain of the port, the mayor of Havana and the officers of the port. These were in the Spanish-national colors, and were inscribed: "To the victims of the Maine." Other funeral tokens were the offerings of La Discusion, Joseph Pulitzer, Senor Bellasari

Marinez, Robert Merry and others.

NOTABLE NAVAL DISASTERS.

Many on Record in Which the Loss of Life Exceeded That at Havana.

Washington, Feb. 17.—In the history of the American navy no disaster is recorded in which the loss of life was so great as

that attending the loss of the Maine. The only recent parallel is the Samoan disaster

In March, 1883, when four officers and forty-six men of the Pacific coast squadron lost their lives in a hurricane which swept the harbor of Apia and surrounding waters. In this hurricane the United States men-of-war Trenton, Vandalla and Nipsic, and the German steamers Adler and Eber were wrecked. Ninety-six of the crews on the German vessels were lost.

Going further back, the wreck of the United States ship of war *Huron* off the

The only magazine explosion of recent years on a United States warship took place on the Missouri while she was lying on the shore.

caused great damage to the vessel, but

Other navies have suffered far more severely than that of the United States during the last quarter of a century. One of the most terrible disasters was the foundering of the Spanish cruiser *Reina Regentat* on March 11, 1895, in the Atlantic ocean, near the entrance to the Mediterranean sea.

Great Britain suffered a loss equally

appalling June 22, 1893, when the battleship Victoria sunk after colliding with her sister ship Camperdown during maneuvers off the coast of Tripoli. The loss of life was twenty-two officers and 326 of the crew.

Three years previous the British torpedoed the cruiser *Serpent* was wrecked in a storm off the northwest coast of Spain and almost but three of a crew of 170 officers and men were lost.

that of the British warship *Doterel*, which was destroyed by an explosion April 26, 1881.

while lying at anchor in the Straits of Malacca. The explosion wiped the vessel off the face of the water, leaving but several alive out of 150 officers and sailors on board. This was supposed to have been a case of explosion in the ship's magazine. Some of the other notable disasters in the history of navigation, which warships or ships alone have been destroyed, are given in the following list, dating as far back as 1780, when a storm, on the English coast,

destroyed eight British men-of-war with their crews:

Aug. 29, 182—	Man-of-war Royal George	Lives lost
.....	while under the command of Spitham	
.....	while under the command of	600
March 17, 1800—	Flasher Queen Charlotte	
.....	burned while in the harbor of	
.....	Leghorn	67
Feb. 14, 1807—	Man-of-war Ajax, burned	
.....	off the island of Tenedos	25
Dec. 22, 1810—	Man-of-war Minotaur,	
.....	wrecked on the Haak bank	36

Dec. 4, 1811—Frigate <i>Saldanha</i> , wrecked on the Irish coast	20
Dec. 24, 1811—Men-of-war <i>St. George</i> ,	20

Defence and Hero, stranded on the coast of Jutland; Admiral Reynolds and all the crews perished and 15 seamen rescued	2,000
Jan. 30, 1816—Transport Seahorse, lost near Greenland	86
Jan. 31, 1816—Transport ship, wrecked off Lord Melville, lost near Kindkale	29
Dec. 20, 1847—Man-of-war Avenger, lost off north coast of Africa	200
Feb. 25, 1852—Troop ship Birkenhead	

struck on rock off coast of South Africa 45
Sept. 7, 1879. Isolated turret ship Can-

Sept. 4, 1856—Ironclad Capt. Finsterle during a heavy squall, and went down in three minutes..... 42

Sept. 1, 1856—H. M. S. Vanguard, ironclad, collided with H. M. S. Iron Duke during maneuvers off Wicklow coast and sunk without loss of life.

Aug. 30, 1856—H. M. S. Thunderer, boiler exploded, killed 100 men, 1000 tons of Portsmouth: 50 wounded

March 24, 1857—H. M. S. Eurydice, train-

ing ship, foundered in a gale off the Isle of Wight	30
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May 31, 1878—German ironclad Grosser Kurfurst sunk by collision with the Kong Wilhelm.	28
Feb. 10, 1881—Little Italian steamship Atlantida, lost in a gale during her trial voyage.	25
April 22, 1891—Blanco Encalada, flagship of revolutionary party in Chile, blown up by a torpedo.	20
Sept. 19, 1900—Turkish wooden frigate Ertugrul, foundered in a gale off the coast of Crete, with 57 men on board.	57

coast of Japan, 3 officers and 31 men
saved out of a crew of nearly 600..... 53

BIG GUNS BEING MADE.

Niles Tool Works Pushing the Manufacture of Twelve-Inch Mortars for the Government.

Cincinnati, O., Feb. 17.—The big Niles tool works, at Hamilton, O., is turning out 12-inch mortars for the government.

for shipment as early as possible. Two naval attaches assigned to the ordnance

department, have been to Hamilton, engaged in pushing forward the work and superintending the construction of the huge pieces of ordnance. Within the past few days the work has been hastened to all appearances. The officials of the company deny that any special effort has been made to hasten the work since the re-

Despite these denials, there is every in-

GENERAL WEYLER'S COMMENT
Says the Maine Disaster Was "Due to the Indolence of Her Crew"

Barcelona, Feb. 17.—Lieutenant-Genera

Valeriano Weyer, who arrived here to-day, expressed the opinion, in the course of an interview, that the disaster which had befallen the United States warship in Havana harbor was "due to the indolence of her crew."

and stand as a candidate for the chamber

of deputies for the Havana district.

GEN. GOBIN ON THE DISASTER

Says This Is the Time for Grand Army Men to Stand Together.

Wilmington, Del., Feb. 17.—General J. P.

S. Gobin, commander-in-chief of the Grand Army of the Republic, attended the en-

"If there is ever a time when Grand Army men should stand together, it is now, when the sword is half out of the scabbard. Leading opinion of the Grand Army wants to know whether it was an

accident or a dastardly crime. If it was an accident, amends can be made, but it

...the situation, actions can be made, but it